A BRAVE ENGINEER.

The highest order of human courage is that which impels a man, in his cool and reflective moments, to confront approaching danger of death, that it may be averted from others. An act of such cool, deliberate, self-sacrificing heroism, in which R P. Irving, a young engineer on the Ohio and Chesepeake Railroad, was the actor deserves the record. On Wednesday of last week eleven trains were blocked at Waynesboro, awaiting the arrival and passage of extras which were behind time.

These having finally come up and passed on their way westward, the eastward-bound freights were at liberty to resume their way. The first of the eleven started up the heavy grade toward the tunnel, but owing to the sleety condition of the track, could make no headway. Mr. Irving, the engineer of the next train behind, uncoupled his engine and came to the assistance of the other. Their united forces got the heavily-laden train under way, and Mr. Irving, after helping it over the heaviest grade, backed down to his own train. He was scarcely in position again when the familiar rattling sound of an approaching train struck his ears. He looked up, and for a moment stood horror-stricken as he saw a section of the train he had helped up the grade coming slowly back now, but gathering speed as it moved. He realized the situation in an instant. Thirteen heavily-laden cars had by some accident become uncoupled from the rest of the train and were now returning down a seventy five-foot grade, threatening a collision with the standing train that must have entailed an immense destruction of property, besides the mangling of human victims.

The young engineer did not hesitate a moment. He saw there was but one thing to do, and he did it, though he knew that his own life must in all likelihood be the sacrifice. The approaching section had already gathered considerable headway when he put his engine in motion to meet it and break the force of the collision. Whatever might be his own fate the lives and property behind him would be saved. It was a terrible spectacle—the heavy cars with their thousands of tons burden thundering down the grade and threatening to immolate whatever opposed their path—the single engine, under a full head of steam, fairly leaped up the grade as if anxious for the encounter. The young engineer was seen by several as he passed flying into the jaws of death. He stood with his hand upon the lever, pale, but resolute, slightly stooping as he watched the decending mass that at the next moment was to overwhelm him and his engine and consign him to a frightful death.

The shock came. The interpid engineer had somewhat lightened it by reversing his lever at the last moment. The crash was awful. The foremost car fairly mounted the opposing engine, dashing itself to pieces. A scene of wreck and ruin ensued. We have no particulars of the extent of the damage or the loss to the company; nor are we much concerned about that. What does concern us is the fact that the brave engineer lay in the midst of the wreck bruised and stunned, but beyond that unhurt. Behind him stood the long train of cars which he had saved from wreck, and around his prostrate form stood those whose lives he had saved by an act which has few parallels of Soldierly, promptitude and deliberate self-sacrifice.—*Richmond (Va.) Whig.*

Editors as Postmasters.

One of the earliest forms of the abuse of patronage was that of subsidizing the country press by appointing the editor to office. The natural consequence was that the weekly newspaper was always very friendly to the administration. It was not an impartial editor, but the officeholder who spoke. Attention was called to this evil more that 40 years ago. But there is a recent illustration of it in a late letter from Ohio to the New York *Times*.

Speaking of the impression produced by the nomination of Mr. Ewing in the Congressional district which was so long represented by General Garfield, the correspondent says:

"Nine out of ten republicans were disgusted and indignant, and such expressions of favor as have been heard, have come either from the politicians or from such newspapers have political ends to serve. One editor has a post-office, and approved the nomination; another has had a brother-in-law appointed to a large post-office, and he approves it; another has a son-in-law elected with an important legislative and an associate editor from another in a consulship and he approves it. The only republican newspaper in Garfield's congressional district that has not denounced it is edited by a man engaged at present in Washington as clerk of a special committee."

In this way that patronage was used to bribe even the press instead of its chief function by a true expression of public opinion. When an editor is appointed to an office it is inevitable that his comment on the general conduct of affairs, power should cease to have any value in the community which knows his relation to it. It is a strong argument for a careful revising of the whole system of appointments.—*Harper's Weekly.*